

"A number of common criminals, in chains with their feet in blocks of wood, had been immediately previously, one of whom was taken in the presence of the Prefect. I cannot but believe that this was intended to add to the disgrace of Sung's punishment, thus placing him before the public in the same position as that of wretches who may be guilty of the worst crimes. That he also intended to give expression to the hatred of the officials to us we can hardly doubt, and certainly he could scarcely have used language better suited to produce a riot and drive us from the place."

"The Prefect's last words were to this effect: 'I command you to sell the property in question to your neighbour on the east side, and falling that I shall purchase it myself. See that you do not disobey my words or you will suffer for it.' In these circumstances we could do nothing else than instruct Sung to comply with all the Prefect's orders. As yet there has been no further word from the Prefect, and we cannot tell whether he intends to insist on the immediate surrender of the property or not."

"Dr. Greig is persuaded (and as far as I understand the case I agree with him) that this flagrant ignoring by the Kirin authorities of the settlement of Dr. Greig's case comes to between Sir Nicholas O'Connor and the Tungli Yamen must be made public. I should mention that there does not seem to be the slightest public animosity against us. The animosity is altogether on the part of the officials."

"Sung himself is pretty well, though the wound is still very much inflamed. You will be glad to hear that he is now able to walk, and that he is not so much as he was. Indeed, our fear was that he might be too bold, and endanger himself unnecessarily. On the contrary he composed himself most respectfully throughout. I should add that Sung was informed early this morning by a friend in the Governor's Yamen that the Governor was determined to have his (Sung's) head off, and would send the matter with the foreigners afterwards. Sung came over here himself before daylight to give us word."

"We, therefore, called a few hours later on Sha Tzai, the Vice-Governor, with whom previously we were very friendly. Dr. Greig explained our position to him, informed him of what the Prefect had said and done, and asked him to bespeak for us an interview with the Governor. Sha received us very courteously and, in true Chinese fashion, took our side in everything. He said it was impossible, however, for us to see the Governor, but that he would speak for us. What the result may be we do not know yet."

"The agreement with the Tungli Yamen has signally fallen through. If the matter is to be yet settled, it must be in a new form, and there must be stronger pressure brought to bear in Peking."

"Yours very sincerely,
"ALEX. R. CRAWFORD."

We are glad to learn that on receipt of the above news in Peking and London, Mr. Hoile, H.B.M.'s Consul at Newchwang, received instructions to proceed at once to Kirin, and he was to start on the 2nd instant, accompanied by Lieutenant Quayle, of H.M.S. *Rattler*. We can only hope that Mr. Hoile will succeed in his mission of forcing the Chinese to give their sanction to the purchase of the land, but we doubt very much if such will be the case. It will end, as usual, by either allowing the Chinese officials to have their own way, or by compelling Dr. Greig to choose another piece of land so as not to cause the officials to "lose face." The only way the British, or any other Government, can deal with Chinese officials is by firmness; and by demanding our Treaty rights. If Foreign officials give way in the slightest degree the Chinese think at once they have gained their end, and they are satisfied. What ought to be done is to demand the punishment of the Prefect of Kirin, and to see that the punishment is carried out. This is the only way to deal with such brutal officials, and by so doing foreigners will be able to live in safety in China. But if this is not insisted on we shall soon hear of the murder and pillage of our countrymen in the interior again. To be forewarned is to be forearmed.—*Mercury*.

THE HEAD OF THE EMPIRE.

TIENTSIN, January 14th.
Ever since the Empress-Dowager retired from the formal direction of the affairs of the Empire, and the young Emperor assumed all the duties of his high office, the Memorials to the Throne have been addressed to the Emperor alone, and not, as before, to both the Emperor and the Empress-Dowager, with the distinction of highest honor in the form of address given to the latter. For some time it has been well-known among those acquainted with the inner life of the palace that the Emperor was not left to his own individual judgment, but that all important matters must secure the opinions and approval of his aunt, the Empress-Dowager. The usual method has been for the important memorials, on which decisions were to be passed, to be sent to the palace of the Empress-Dowager, and when her will was expressed it had to be followed. The mode of communication has been the exchange of both palaces, and occasionally the higher Manchou officials.

A great many matters were left entirely to the Emperor, and in such a case he has largely followed the advice of his favourite Tutor, Wang Tung-ho. The Emperor has had no joy in his royal position, but day after day, from the miserable hour of two in the morning, has had to battle with his brain with a mass of critical problems as well as the routine of strict proprieties. The Empress-Dowager, on the other hand, has had leisure for recreation, amusements, and change. She has been supplied with all sorts of costly and attractive treasures by the central and provincial officials, and has been daily waited upon and amused by the eunuchs of her palace. The princes and nobles, with the Manchou officials, of the Imperial Household, have been in attendance upon her as well as the Emperor. This her life has, in the last few years, been one of comfort and pleasure.

When the two officials, Wang Ming-lun and Chang-lin, were degraded a few weeks since at the instigation and by the order of the Empress-Dowager, her power was at once felt and feared by all in the capital. The *Official Gazette* has chronicled nearly every other day the visit of the Emperor to the Empress-Dowager. This is all that is mentioned, but no one supposes that this is all in reality. When the young man stands in the presence of the distinguished and strong-willed woman, who first chose him for the Throne and afterwards looked after his training, elected his wife and concubines, and finally placed him in peaceful possession of a Throne which his boyhood was liable to overthrow, it can be easily imagined that more than a few formalities are then observed, and that once again the Empress-Dowager is interesting herself in the management of the affairs of the Empire, and more especially the adoption of methods and means now but imperative. We shall hear more of her in the future.—*P. and S.*

CORRESPONDENCE.

(We do not assume responsibility for the opinions expressed by Correspondents in this column.)

BULKHEADS.

To the Editor of the "Hongkong Telegraph."

Sir,—An example of the value of water-tight compartments which might easily have been introduced by his Excellency Admiral Marks in the course of his lecture in the Chamber of Commerce on Thursday was ignored, probably unintentionally, by him and those who took part in the discussion. The crew of the steamer *Bombardier*, whose remarkable voyage and unexpected arrival at this port is still fresh in my memory, were unquestionably saved owing to her bulkheads being strong enough to stand the great pressure against them. Owing to the rolling of the ship the boiler banged against the sides which were so much damaged that both her engine-room and stoke-hole were filled with water to seal-lead, and yet she kept afloat owing to the buoyancy of the water and after compartments. Surely such a severe test has rarely if ever been applied to the bulkheads of an ordinary cargo-cruiser.

Trusting these remarks may interest some of your readers, I remain,

Yours, etc.,

SAILORMAN.

Hongkong, January 25th, 1896.

MR. CHAMBERLAIN AS "CHEAP JACK."

In the *Investors' Review* for December, Mr. Wilson says of Mr. Chamberlain's speech at the Natal banquet:—
"He has begun beautifully. Old Age Pensioners are forgotten, all the trappings of the popular demagogue are laid aside like the unsaleable wares of the Cheap Jack of a fair, and Mr. Chamberlain has become an 'imperialist.' At the Commencement of the Natal University, Mr. Walter Pater, on the 11th inst., spoke, not as a statesman, but as a 'lingo' or a man of letters, in the management of difficult political affairs, but as an investor in colonial stocks, or a 'bull' of the paper wealth of Rhodesia. But he did his part well, and efficiently, as always. We never read any of Mr. Chamberlain's speeches without thinking what a splendid commercial traveller he must have been. The last article he takes in hand is always the finest he ever had to vend, and now he vends 'imperialism' better than any."

People do not take enough account of the commercial form of Mr. Chamberlain's intellect. His political opponents are forever raking up old programmes, and throwing them at his head with the charge of inconsistency. It is absurd. Mr. Chamberlain is never inconsistent, never a betrayer. He honestly, and to the best of his ability, serves his own political interest, and those of the party to whose rank he may for the time be. If it is dispossession of the land-owners he is to advocate to please the masters of the moment; then he will do it. He will do it to perdition with a heartiness to man could excel. Should, on the other hand, his task be glorifying the "Empire" and its policy, he throws himself into that work with just as great ardour, and is always consistent in doing his best. Opinions, principles, they are the furniture of his travelling wallet. As the Cheap Jack with his sundry wares, to be with his unsaleable views. "This 'ere article don't suit you, gentlemen and ladies. Very well, I shall put it off one side, and show you summat else."

LEGAL JOTTINGS.

COMPANY—INCOME TAX.—Business carried on partly in England and partly abroad. Company returns in England.—A company, registered under the Companies Act, were the proprietors of a railway abroad. Their registered office was in London, and the railway was worked and controlled by, and the business of the company was managed by, the directors in London. They purchased in England the materials and plant necessary for the railway, and the balance sheets and reports were made out in London; the meetings of the company were held, and all dividends were declared and paid there. With some trifling exceptions all the revenue of the company was earned and paid to them abroad. Held, that the business of the company being partly carried on in the United Kingdom, they were assessable to income tax under the first case of schedule D, s. 6 & 7, and that the amount of the balance of their profits and gains, and not upon the amount actually received in the United Kingdom. Judgment of the Court of Appeal (3 L. R. 244) (1895) I.Q.B. 580 affirmed.

CIVIL SERVANTS OF THE CROWN.—*Tenure of Office, Right of Dismissal*.—This was a petition of right presented by E. E. Dunn, in which the applicant claimed to be entitled to salary, or, in the alternative, to damages for wrongful dismissal. In 1893 the respondent was appointed assistant-secretary in the Oil Rivers Protectorate by Sir Charles Michener, Her Majesty's commissioner and commandant in the Protectorate. The applicant alleged that he was appointed upon the terms that the appointment was to be "for three years certain." The applicant was dismissed in October 1893. At the trial, before Day J., with a jury, the learned judge directed the jury to find a verdict for the Crown, upon the ground that the respondent was liable to dismissal at the pleasure of the Crown. The applicant applied for a new trial. On the rehearing of the appeal, the unreported case of *Duke v. The Queen*, in the House of Lords, and *Shenton v. Smith* (74 L. T. Rep. 130) (1895) A.C. 230 were relied on. Held (dismissing the appeal), that persons employed in the public service of the Crown, whether in a military or civil capacity, held their appointments only during the will of the Crown, unless there is some statutory provision to the contrary.

LANDLORD AND TENANT.—*Ridginald Flat Common Scheme—Ridginald Flat*.—In February, 1895, the plaintiff took from the defendant for a term of three years, determinable by her after the first year by a month's notice, five rooms, being Flat 21 in a building known as Oxford-mansion, Marylebone. The agreement, which was on a printed form, used in fact for all the flats which were let, provided that the tenant should not carry on any business in the rooms, and that the building was intended to be used for residential purposes. The defendant had begun extensive structural alterations for the purpose of turning the greater part of the building into a fashionable club. He did not propose to interfere with the plaintiff's flat or access thereto. The plaintiff brought an action to restrain the defendant from carrying out the alterations, and to have the general character of the building preserved, and the defendant must be restrained from using the building for any purpose other than residential flats, and from making any alterations therein with a view to such use.—*P. and S.*

COLLISION.—The *Trilawny* (s.) v. the *Countess* (s.).—*Admiralty Division*; 1894 and 1895.

This collision occurred in the Bosphorus. The *Trilawny* was on a voyage from Newport to Constantinople with coal, and shortly before 11.15 a.m. on the 29th March, 1894, had anchored in the inner anchorage off Old Seraglio Point, in the Bosphorus, riding to her port anchor, heading about N.E., and a good anchor watch was kept on board, when the *Countess* came up and let go her anchor about 40 yards from the *Trilawny* abreast of her port anchor, and dangerously close to her. The wind was from N.E. blowing strong, the weather was clear but cloudy, and the current was setting down the Bosphorus at the rate of about six knots an hour. As the two vessels kept steering towards each other, the *Trilawny's* starboard anchor was let go, and as much chain as was possible was paid out in order to keep her more steady. It was shortly afterwards found that the *Trilawny* had dragged, and that the *Countess*, which had taken a sheer to starboard, was overlapping her starboard quarter. The *Countess* was found to have struck away chain, but she neglected to do so, and shortly afterwards steered back to port, and with her port bow struck the starboard quarter of the *Trilawny*, damaging her. The *Countess* was again bailed to slack away chain, and at last proceeded to do so, but her chain fouled the *Trilawny's* propeller. Both vessels dragged until off Seraglio Point, when the anchors of the *Trilawny* held, and the vessels swung head to current, but continued to touch and scratch each other. The *Countess* steamed ahead up the starboard side of the *Trilawny* in order to clear her chain, which was still foul of the propeller, but when she was about on her starboard bow her engines were stopped, and she was allowed to fall on the starboard bow of the *Trilawny*, doing further damage. It was contended that the *Countess* originally gave the *Trilawny* a foul berth; that she neglected to pay out chain when requested to do so; that she was improprietarily allowed to sheer into the *Trilawny* and her cable to foul the vessel's propeller; and that proper measures were not taken to clear the chain from the propeller. It was alleged in defence that the *Trilawny* was anchored with an improper scope of cable; that her engines were improprietarily allowed to be in such a condition that they could not be used when required; and that she failed to pay out cable when requested. His Lordship (Sir J. Jessel) held that the *Countess* was at a proper distance from the *Trilawny*, and did not give her a foul berth. The *Trilawny* was not sufficiently alert, as she should have been, that she was in danger, which might have been avoided if she did not take, which would or might have avoided the collision. All that she did was to drop her starboard anchor. She ought to have geared out her port chain as soon as she started drifting, whereas it was not geared out for a considerable time afterwards, for which the *Trilawny* must be held to blame. He pronounced her alone to blame.

OVERLOADING.—The *Trilawny* (s.) v. the *Countess* (s.).—*Admiralty Division*; 1894 and 1895. Captain Charles Greenleaf, master of the *Trilawny* (s.), was summoned for overloading his vessel. The freeboard of the vessel was 10 inches, and on 27th October, before the 10th British Ferry for London, she was examined by the principal officer of Customs at Barry, who it was found that the winter loadline was submerged 31 inches in salt water, which showed that the vessel was overloaded to the extent of 21 tons. Defendant was fined £10, and costs.—*Fairplay*.

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

The following is the seventh report of the Board of Directors to the meeting of shareholders to be held on the 30th instant. Gentlemen.—The Directors now submit to you a statement of the affairs of the Company and balance sheet for the year ending 31st December, 1895.

The balance of profit and loss account for the year, after writing off all charges and expenses, amounted to \$3,212.40. The Directors therefore recommend that a dividend of 50 cents per share be paid, which, after writing off the directors' and auditors' fees, will leave a balance of \$244.40 to be carried forward to the credit of a new profit and loss account.

DIRECTORS.

Mr. F. A. Gomes has retired from the Board of Directors. Messrs. J. H. Cox and E. Jones Hughes retire by rotation, but offer themselves for re-election.

AUDITORS.

The accounts have been audited by Messrs. Thos. Arnold and W. H. Gaskell, who retire, but offer themselves for re-election. Mr. Gaskell was appointed auditor in the place of the late Mr. R. Lyall (deceased).

F. HENDERSON, Chairman.

Hongkong, 17th January, 1896.

BALANCE SHEET, 31ST DECEMBER, 1895.

Dec. 31st, 1895. *Liabilities*.
Authorized capital, 6,000 shares of \$50 each = \$300,000, of which \$50,000 allotted \$300 each paid-up = \$178,800.00
Accounts payable 10.00
Dividends outstanding 342.10
Balance of profit and loss account 5,212.40
\$184,371.10

Dec. 31st, 1895. *Assets*.

Cash \$12,051.40
Cost of property \$100,000.00
51 per cent. mortgage debentures of the Hongkong and Kowloon Wharf and Godown Co., Limited 10,000.00
Fire insurance unexpired 31.28
Accounts receivable 743.78
\$184,371.10

PROFIT AND LOSS ACCOUNT, 31ST DECEMBER, 1895.

Dr. To charges \$ 343.36
To Crown rent and rates 1,511.78
To fire insurance 1,000.00
To commission to agents 60.00
To repairs 435.80
To balance to be appropriated as follows:—
Dividend of 50 cents per share \$4,768.00
Directors' fees 150.00
Auditors' fees 50.00
To be carried to new profit and loss account 244.40
5,212.40
Cr. By balance brought forward \$ 47.21
By balance 31st December, 1895 6,977.79
By interest 100.00
By scrip fees 75.00
\$184,371.10

THE WEST POINT BUILDING COMPANY, LIMITED.

The following is the seventh report of the General Agents to the ordinary meeting of shareholders to be held at the Company's office, Victoria Buildings, on Monday, the 3rd proximo. Gentlemen.—The General Agents now submit to you a statement of the affairs of the Company and Balance Sheet for the year ending 31st December, 1895.

The Net Profit for the year, including the amount brought forward from the previous year, amount to \$8,044.78, and, after writing off Directors' and Auditors' Fees, it is proposed to pay a Dividend of 60 cents per share, and to carry forward the balance of \$8,044.78 to credit of New Profit and Loss Account.

DIRECTORS.

The Hon. J. J. Kewick and Mr. J. S. Moses having left the Colony, the Hon. J. J. Bell-Irving and Mr. M. D. Esckiel have been invited to join the Board in their places respectively. The Hon. C. P. Chater and Hon. J. J. Bell-Irving retire by rotation but offer themselves for re-election. The appointment of Mr. M. D. Esckiel requires confirmation.

AUDIT.

The accounts have been audited by Mr. Fullerton Henderson, who now retires and offers himself for re-election.

A. SHELTON-HOOPER.

Secretary to the Hongkong Land Investment Agency Co., Ltd.,

The West Point Building Co., Ltd.

Hongkong, 24th January, 1896.

BALANCE SHEET TO 31ST DECEMBER, 1895.

Dec. 31st, 1895. *Liabilities*.
Paid-up Capital \$100,000.00
Accounts payable 497.74
The Hongkong Land Investment Agency Co., Ltd., Mortgage on the Company's Property 110,000.00
Balance of profit and loss account 8,044.78
\$218,432.52

Dec. 31st, 1895. *Assets*.

Cost of property \$611,830.80
Cash 6,098.35
Accounts receivable 603.37
\$618,432.52

PROFIT AND LOSS ACCOUNT, December 31st, 1895.

"Fire Insurance" \$ 663.43
"Charges" 347.57
"Crown Rent and Rates" 3,869.10
"Interest" 7,645.18
"Commission to Agents" 725.20
"Balance to be appropriated as follows:—
Directors' Fees \$ 500.00
Auditors' Fees 50.00
Dividend of 60 cents per share 7,500.00
Balance to be carried to New Account 8,044.78
\$22,145.12

Cr. January 1st, 1896.

By Balance brought forward, \$ 2,812.07

December 31st, 1895.

By Rents, 19,283.05

By Scrip Fees, 47.00

\$22,145.12

I have compared the above statement with the books and vouchers of the Company and have found the same to be correct.

FULLERTON HENDERSON, Auditor.

Hongkong, 24th January, 1896.

COMMERCIAL NEWS.

HONGKONG SHARE MARKET.

Hongkong, January 25th.

Mr. Erich Georg in his *Weekly Share List* issued at noon to-day states:—

"Very little business has been done during this week, and rates all round are weak, with but very few exceptions, as noted below. BANK SHARES.—Small sales of Hongkong and Shanghai have been effected at 180, 178 and 177 1/2 per cent. premium for cash, and also at 182 per cent. premium for 31st March, the market closing quiet with a few shares offering, while at a point under with a few shares offering, the London rate has gone up to 141, which ought to strengthen the market. Nothing has been done in either Nationals or Bank of China and Japan shares."

MARINE INSURANCE shares have ruled weak. Unions are on the market at \$795 and China Traders at \$74, also Cantons at \$190. Yangtzes are inactive, but the rate is unaltered. North China have been sold at 72 1/2 and 73 1/2, and close quiet with probable sales. Straits have been done at \$24 and \$25, and are on offer at the higher rate. The S.S. *Oniang*, with a cargo of sugar from Java, on entering the harbour on Monday night, struck the "Damall Rock," and had to be beached, and her forehold got full of water, but the total damage to the cargo will not be so heavy as was first anticipated, the other compartments remaining dry, so that the eventual loss to the insurance companies interested will be comparatively moderate; she has since been safely floated and docked."

FIRE INSURANCE SHARES.—Hongkong, Canton and Macao have been done to a very fair extent at declining rates at \$37, \$35 1/2 and \$35 for each, at \$74 to \$77 for 31st March, at \$25 for 30th April, and at same rate for 31st May next; the closing cash rate being \$35 1/2. The report for last half-year has been issued, and after paying all expenses connected with the working, there remains, including \$31,065.40 brought forward from last account, the sum of \$154,064.36 at credit of Profit and Loss Account. From this amount the directors propose to pay a dividend of 60 cents per share (\$30 per share) on Capital of \$100,000, to write off \$45,000 from the value of steamers, and to carry forward the balance of \$5,064.36 to new account. The steamers' earnings compare very favourably with those of the corresponding 6 months of 1894, the net result, notwithstanding a considerable increase in running expenses, showing an improvement of about \$35,000. The increase in the value of the Company's shares (investment of \$12,425.40) has been needed to a special account, called "Investment Distribution Account," and will be available to meet any possible depreciation of values. Indo-China have changed hands at \$57, and a few shares are obtainable at that rate. The same remarks apply to *Douglas*, which changed hands at \$51. A list of members of Clubs and Societies here below.

sold at \$70 in anticipation of a good dividend, but at the close shares could be got at that rate. China's Mutuals no business.

MINING STOCKS continue quiet. A few ordinary Panjoms sold at \$4.90, \$4.80 and \$4.75, and more shares are wanted at the latter rate, as well as Preferences at \$1.60, for which holders ask \$1.70 now. Charbonnages sold at \$75, \$72 1/2 and \$70 and close steady, with small buyers at \$72 1/2. New Balmora's neglected. Telegraph continues in demand at \$2 1/2, while Raubs have been placed at \$3.90 and \$4.

DOCK, WHARVES AND GODOWNS.—Hongkong and Whampoa Dock came into some demand, and I have to note sales at 147 to 149 per cent. premium for cash and for 31st January, 151 to 152 per cent. premium for 30th February, 153 to 154 per cent. premium for 30th April, market closing quiet with sellers at 149 per cent. premium, cash and corresponding rates on time, although the steamship *Oniang* will prove a remunerative job for the Company. I hear on very good authority that the directors will declare a dividend of 12 per cent. for the last half-year, \$30,000 to the credit of an equalization dividend fund, return about \$10,000 to contributing shareholders, and besides granting a bonus of 10 per cent. on salaries—81 employees—carry forward to new account about \$50,000. Hongkong and Kowloon Wharves sold at \$48, \$48 1/2 and \$47, and close quiet with sellers at \$47 1/2. No sales of Wanchals or Amoy Docks.

LANDS, HOTELS AND BUILDINGS.—A few shares of the Hongkong Land Investment Company changed hands at \$70 cash div., but shares are obtainable at \$68 cash dividend (paid yesterday). Kowloon Land and Building Company shares are quiet at \$16; the report for the last year shows a credit balance at \$5,212.40 (against \$4,419.21 for 1894), and the Directors recommend a dividend of 80 cents per share (as against 70 cents for 1894) carrying forward \$244.40 to new account. West Points are quoted \$10 and Humphreys Estate \$9 1/2. Hongkong Hotels charged hands at \$18 1/2 and \$19 and can be placed at the latter rate.

MISCELLANEOUS.—Green Islands are offering at \$14. Wai-wo sold at \$14 and are offering. Electricians have buyers at \$6 1/2. Company shares sold at \$10 and continue in some small demand. The 25th ordinary annual meeting will be held on 5th proximo, transfer books closing from to-day till 5th proximo. The report for the past year, after paying an interim div. of \$2 per share on 27th July last, shows a balance of Profit and Loss of \$19,722.28 (against \$31,227.21 for 1894) and a final dividend of \$5 per share, absorbing \$25,000, is recommended; it is proposed to write off \$13,000 from property account to meet the expenses for partial renewal of machinery during the present year, and to carry forward to new account the balance of \$1,722.28; this is a highly satisfactory result. Tramways sold at \$54 cash dividend, paid on the 21st instant.

SHIPPING AND MAIL NEWS.

MAILS DUE:

American (China) to-morrow.
Canadian (Empress of India) 23rd inst.
Australian (Africa) 30th inst.
Tacoma (Victoria) 5th prox.
American (Africa) 5th prox.
American (Doric) 29th prox.

THE P. & O. S. N. Co.'s steamer *Rohilla* left Bombay for this port on the 23rd inst.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Chittagong steamer, from Saigon.
Hingyo " " Canton.
Loksang " " Canton.
Aldo " " Hongkong.
Aldo " " Hongkong.
Aldo " " Hongkong.
Aldo " " Hongkong.
Aldo " " Hongkong.
Aldo " " Hongkong.
Aldo " " Hongkong.

Aggregating 7,549 tons register.

DEPARTURES.

Loksang steamer, for Swatow.
City of Peking " " Nagasaki.
Tallie " " Swatow.
Masotta " " Singapore.
Eton " " Hongkong.
Aldo " " Hongkong.
Aldo " " Hongkong.
Aldo " " Hongkong.
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Aldo " " Hongkong.
Aldo " " Hongkong.
Aldo " " Hongkong.

Aggregating 24,502 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

Kaiser in Kowloon Dock.

Chowfai " " "

Kong Beng " " "

Dori " " "

Namoa " " "

Rhodora " " Cosmopolitan.

Anson " " "

Onang " " "

Tachlow " " Aberdeen.

The Scottish Oriental liner *Kong Beng* is undergoing a thorough overhaul in Kowloon Dock prior to re-classing.

The sailing ship *Ardea*, which it will be remembered, was some time ago left in flames by her crew, was sunk by Capt. Wilkinson, of the *Mythos* on the 1st inst., Lat. 30° N. and Long. 90° E.

T. German ironclad *Kaiser*, which has had 12 plates removed, raised and replaced owing to touching an uncharted rock when entering Amoy harbour recently, will probably be ready for sea on or about the 30th inst.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, for *Rickets*, *Mariannus* and all wasting disorders of children, is very remarkable in its results. The rapidity with which children gain flesh and strength upon it is very wonderful. Read the following:—"I have tried Scott's Emulsion in cases of wasting in young children, and I am of opinion that it is a valuable preparation for such cases. The children take it and ask for more, and the good effects

Entertainments.

JUST LAMOND
FRYCH CONFECTIONERY.
Confectionery—
Crystallized Fruits, Baked Almonds,
Cocoanuts, Apricots, Raisins, Almonds,
&c., &c., &c.
CANDY'S CHOCOLATE CREAMS—
Vanilla Creams, Honey Creams, Caramels,
Nougat Patches, Pineapple Chocolate,
Chocolate Walnut,
Plush Bases, Plush Boxes and Fancy Boxes,
&c., &c., &c.
"TANSAN," the New Japanese Table-Water
which contains 8 per cent. more iron carbonate
than that from any other Chalybeate Springs.
FLETCHER & Co.,
"THE PHARMACY,"
23, Queen's Road Central,
Hongkong, 10th October, 1895. [148]

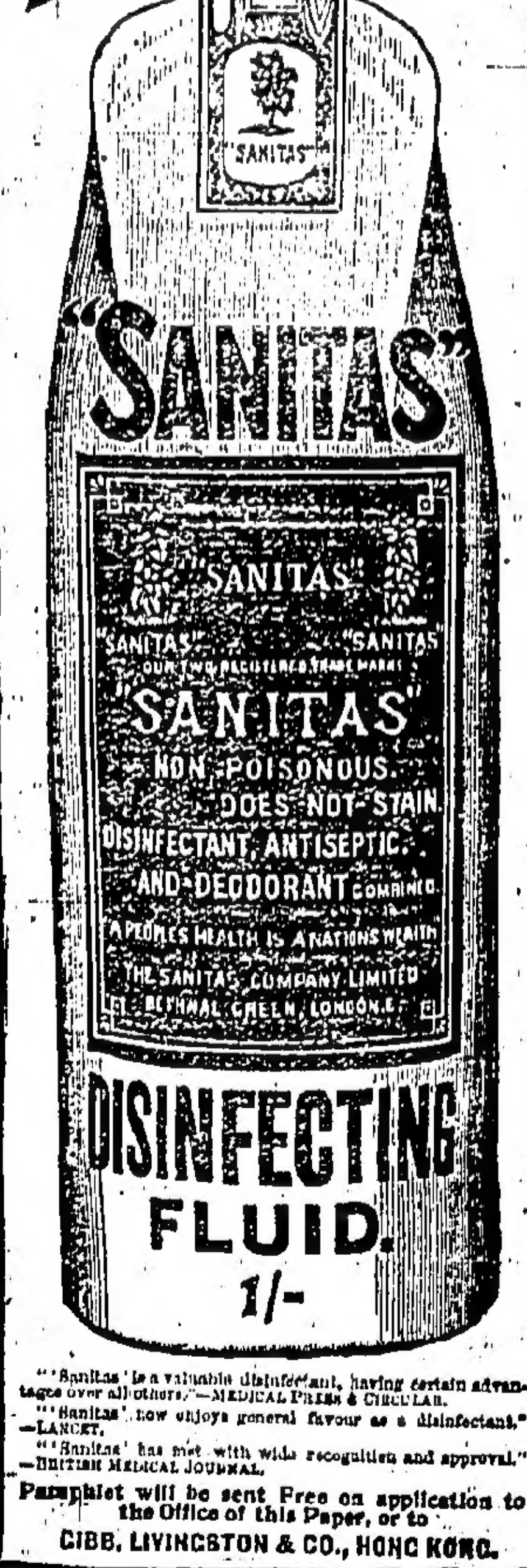
MR. CHADWICK KEW.
(Late of Poole & Noddy).
HAS OPENED his Dental Rooms at No.
62, QUEEN'S ROAD CENTRAL, a few
doors from Messrs. GAUPP & Co.
Teeth filed permanently, from \$1.00 upwards.
CROWN and BRIDGEWORK inserted and TEETH
EXTRACTED.
PLATES A SPECIALITY.
Hongkong, 7th June, 1895. [145]

TO SHIPMASTERS.
ENQUIRE where your FRESH-WATER is
obtained by the Water-Boat, as FOUL
WATER is the cause of much sickness on
board Ship.
We are the only Water-Boat Company in
Hongkong exclusively supplying FILTERED
WATER.
Call Flag "W."
J. W. KEW & Co.,
STEAM WATER-BOT CO.,
18, Praya Central,
Hongkong, 7th October, 1895. [136]



Sweet Scents from flowers,
RIGAUD'S WHITE VIOLETS.
RIGAUD'S WHITE ROSE.
RIGAUD'S WHITE JASMIN.
RIGAUD'S WHITE LILAC.
RIGAUD'S WHITE IRIS.
RIGAUD'S
Paris

DISINFECT
WITH
SANITAS



HONGKONG TIMBER
YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER
Always on Hand.
L. MALLORY,
HONGKONG, 24th June, 1895. [140]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, DE
ICE-HOUSE ROAD.

IS now in position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony, in any part of the Far East.
GROUPS AND VIEWS
a specialty.
Hongkong, 22nd September, 1894. [145]

Entertainments.

SOCIETE FRANÇAISE DES EXPLOSIFS, 7, RUE DE L'ÉGLISE, PARIS.

DYNAMITE

No. 1 Blasting Gelatine,
No. 2 Dynamite,
Gelatine Dynamite,
Gelignite,
Detonators,
and all necessary appliances
can be obtained in any quantity, securely packed in cases of 50 lbs. each.

Apply to **JOHN D. HUTCHISON, Esq., HONG KONG.**
Agent for M. OPPENHEIMER & Co., PARIS.

CHS. J. GAUPP & CO.
CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER-
SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prize at every Exhibition
and for Votroland and Sohn's
CELEBRATED OPKLA GLASSES.
MARINE GLASSES AND SPYGLASSES.
Nos 54 & 56, Queen's Road Central. [137]

G. FALCONER & CO.
WATCH AND CHRONOMETER MANU-
FACTURERS AND JEWELLERS.
NAUTICAL INSTRUMENTS,
CHARTS AND BOOKS.
No. 24, Queen's Road Central. [138]

LEVY HERMANOS.
AND AT
SHANGHAI, MANILA, ILOILO AND PARIS.
JEWELLERY, DIAMONDS, WATCH,
CHRONOMETER & CLOCKMAKERS.
Also
GENERAL IMPORT & EXPORT.
10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.

Shipping.

STEAMERS.

"SHIRE" LINE OF STEAMERS.
FOR LONDON, HAMBURG AND
ANTWERP.

THE Steamship
"GLAMORGANSHIRE."
Captain Vyvyan, will be despatched for the
above Ports on TUESDAY, the 28th instant,
instead of as previously advertised.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 14th January, 1896. [1704]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR SHANGHAI.

THE Steamship
"HANGCHOW."
Captain Bennett, will be despatched on
TUESDAY, the 28th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 4th January, 1896. [1800]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and QUEENSLAND
PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
"MENMUIR."
Captain Craig, will be despatched for the above
Ports on WEDNESDAY, the 29th instant, at
Noon.
This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions
throughout the voyage.
A Stewardess and a duly qualified Surgeon
are carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 22nd January, 1896. [141]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR SINGAPORE, SAMARANG AND
SOURABAYA.

THE Company's Steamship
"HINSANG."
Captain J. Kynoch, will be despatched as above
on or about THURSDAY, the 30th instant.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 23rd January, 1896. [194]

THE CHINA MUTUAL STEAM NAVA-
TION COMPANY, LIMITED.
FOR LONDON, VIA PORTS OF CALL.

THE Company's Steamship
"KAISOW."
E. Warrall, Commander, will be despatched as
above on or about the 30th instant.
For Freight, apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 14th January, 1896. [144]

FOR NEW YORK, VIA SUEZ CANAL.
(Following the S.S. "POLYPHEMUS.")

THE Steamship
"LENNOX"
will be despatched about 4th February.
S.S. "PORT ADELAIDE"
will be despatched about 15th February.
S.S. "GHAEZE"
will be despatched about 4th March.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 4th January, 1896. [178]

"SHIRE" LINE OF STEAMERS.
FOR LONDON, HAMBURG AND
ANTWERP.
(To follow the S.S. "GLAMORGANSHIRE.")

THE Steamship
"MERIONETHSHIRE."
Captain Davies, will be despatched for the above
Ports on or about the 8th February.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 22nd January, 1896. [189]

"SHIRE" LINE OF STEAMERS.
FOR LONDON, HAMBURG AND
ANTWERP.
(To follow the S.S. "GLAMORGANSHIRE.")

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Hongkong, 22nd January, 1896. [189]

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DODWELL, CARLILL & Co.,
Agents.
Hongkong, 22nd January, 1896. [189]

Shipping.

STEAMERS.

FOR SHANGHAI.
(Taking Cargo and Passengers at through rates
for CHEFOO, HANKOW and PORTS on the
YANGTZE.)

THE Steamship
"YUNG-PING."
Captain Clemens, will be despatched for the
above Port on TUESDAY, the 28th instant, at
5 P.M.
For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 23rd January, 1896. [197]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"ORESTES."
Captain Palford, will be despatched as above
on SATURDAY, the 1st February.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd January, 1896. [180]

"GLEN" LINE OF STEAM PACKETS.
FOR MARSEILLES AND LONDON,
VIA SUEZ CANAL.

THE Steamship
"GLENESK."
Captain W-hater, will be despatched as above
on or about WEDNESDAY, the 5th February.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 24th January, 1896. [199]

SAILING VESSELS.
FOR NEW YORK.

THE 3/5 L.L. American Ship
"DANIEL BARNES."
Rogers, Master, will load here for the above Port,
and will be despatched on or about the 13th
February.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 14th January, 1896. [1857]

FOR NEW YORK.
THE 3/5 L.L. American Ship
"JOHN R. KELLEY."
Captain Chapman, having arrived, will load
here for the above Port, and will have quick
despatch.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 21st November, 1895. [1608]

FOR SAN FRANCISCO.
THE 100 A. I. British Ship
"BRODICK CASTLE."
Ferguson, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [1692]

Consignees.
"SHIRE" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S. S. "ETON."
FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the wharves
delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 29th instant will be subject
to sale.
All Claims against the Steamer must be pre-
sented to the Underwriter on or before the 29th
instant or they will not be recognized.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 29th instant, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 23rd January, 1896. [144]

THE CHINA MUTUAL STEAM NAVA-
TION COMPANY, LIMITED.
NOTICE TO CONSIGNEES.
FROM GLASGOW, LIVERPOOL, PENANG
AND SINGAPORE.

THE Company's Steamship
"OOPACK."
having arrived from the above Ports, Consignees
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of the Hongkong and Kowloon Wharf and
Godown Company, Kowloon, whence delivery
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No Fire Insurance has been effected, and any
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instant will be subject to sale.
Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.
Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 22nd January, 1896. [149]

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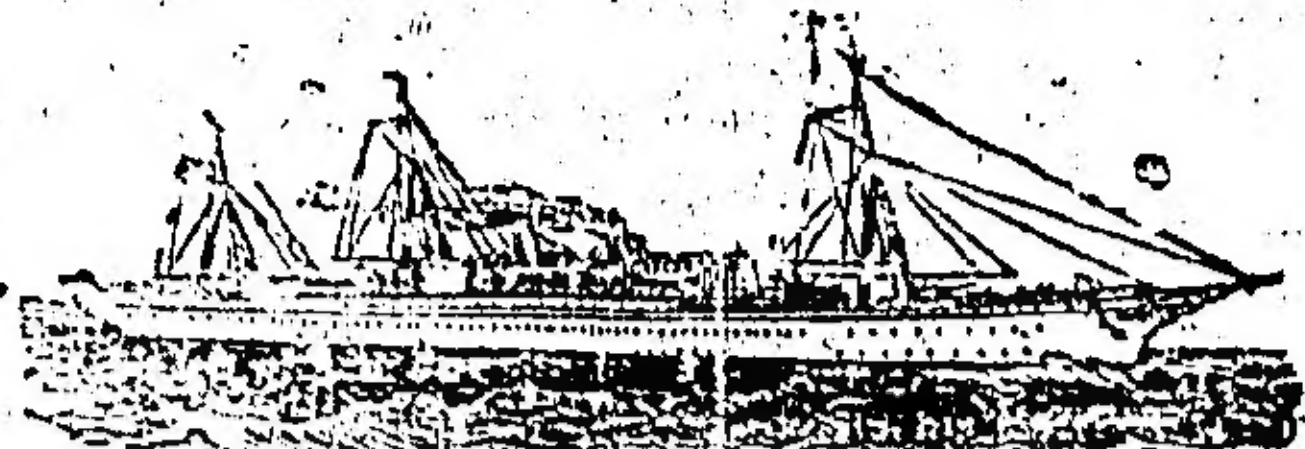
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Hongkong, 23rd January, 1896. [144]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF INDIA...Comdr. H. Pyles, R.N.R.....WEDNESDAY, 19th February.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 18th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 8th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage from HONGKONG to VANCOUVER (B.C.) in 15
DAYS, making close connection at Vancouver with the PACIFIC TRANS-CONTINENTAL
TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and with the Continental
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan,
Governments.
CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months,
£100.
The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Line passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddy's Street. [13]

Hongkong, 22nd January, 1896.

OCCIDENTAL & ORIENTAL
STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.
VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
China (via Nagasaki,
Kobe, Inland Sea &
Yokohama) Saturday, 8th Feb,
at Noon.
Peru (via Nagasaki,
Kobe, Inland Sea &
Yokohama) Saturday, 22nd Feb,
at Noon.
City of Rio de Janeiro
(via Nagasaki, Kobe,
Inland Sea & Yoko-
hama) Thursday, 12th March,
at Noon.

THE U. S. Mail Steamship
"CHINA"
will be despatched for SAN FRANCISCO, OI
NAGASAKI, KOBE, INLAND SEA, YOKO-
HAMA and HONOLULU, on SATURDAY,
the 8th February, 1896, at Noon, taking Passen-
gers and Freight for Japan, the United States,
and Europe.

Steamers of this Line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.
Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates may be
obtained on application.
Passengers holding through ORDERS to
Europe have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO
GRANDE, and NORTHERN PACIFIC RAIL-
WAYS; also the CANADIAN PACIFIC RAIL-
WAY, on payment of \$4 in addition to the
regular tariff rate.
Passengers holding Orders FOR OVERLAND
CITIES in the United States have, between
SAN FRANCISCO and CHICAGO, the option of
the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and
RIO GRANDE, and other direct connecting
Railways, and from Chicago to destinations
choice of direct lines.
Particulars of the various routes can be
had on application.
Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officers in the service of China and Japan, and to
Government officials and their families.
Passengers who have paid full fare, re-embur-
sing at San Francisco for China or Japan (via
Yokohama) within one year, will be allowed a dis-
count of 10 per cent. This allowance will not
apply to through fares for China and Japan
via Europe.
All PARCEL PACKAGES should be marked to
address in full, and must be received at
the Company's Office until FIVE P.M. the day
previous to sailing.
Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.
For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 14th January, 1896. [12]

THE Company's Steamship
"BELGIC"
will be despatched for SAN FRANCISCO, via
NAGASAKI, KOBE, INLAND SEA and
YOKOHAMA, on SATURDAY, the 8th Feb.
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